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LIGHTNING CONDUCTORS.—(*Concluded.*)

The ravages of lightning had long induced men to consider how to disarm its potency, and many were the devices which obtained, before philosophy decidedly lent her aid. Monsieur Arago thinks the Temple of Solomon escaped the electric fluid for 1000 years, from its roof being covered with a thick gilding, and having a great number of iron lances upright on it, to keep off birds from soiling the burnish: moreover, the rain was carried off by a number of metallic gutters into cisterns under the temple, and the walls were covered with gilt cedar. It could not have been better protected. This may be esteemed purely accidental. But the Thracians strove to ward off lightning by shooting arrows towards thunder-clouds; and the Etruscans, probably from some rule-of-thumb notion of conductors, boasted that they had the power of leading lightning. In the fifteenth century a naked sword was placed on the mast-head of ships, as a preservative against the electric fluid, as mentioned by S. Bernardin, the Siennese.

Ctesias, the Carian, one of the companions of Xenophon, relates that he received two swords, one from the hands of Parisatis, the mother of Artaxerxes, the other from the hands of the King himself. He then adds, "if one plants them in the ground, the points uppermost, they drive away the clouds, hails, and storms. The King made the experiment before me to his risk and peril." Monsieur Arago quotes this tale, but instantly demolishes it thus: "Does this passage, doubtless very curious, deserve all the importance that is given to it? It is now established that, I will not say a short sword, but that a pointed metallic rod, placed on the top of a building, does not drive away the clouds. One cannot doubt but that in this respect the Persians were mistaken; at least, the opinion is evidently denuded of proof; and this point once acknowledged, may we not suppose that Artaxerxes's physician was only giving the echo of a hazarded conjecture, without a solid base, when he gave his sword the second quality, that of dispersing the storms? In either case, it would not be the first time that truth has suffered from a bad neighborhood; and ought we to be surprised that the experience of the two sword blades should pass unperceived, when in the same chapter in which it is told, Ctesias mentions, with the same assurance, a fountain of sixteen cubits in circumference, on an *orgyie* of depth, which filled itself every year with liquid gold; and he adds, that every year they filled a hundred jugs with this gold. These jugs, he says again, ought to be of earthenware, because, from the gold hardening, it is necessary to break them to get it out!"

Considerable pains have been taken to twist something conductorish out of Roman, and consequently Etrurian, practices; but we think with very small success. We look upon the terms of Fulgerator and Tonantis as applied to Jove in mere courtesey; and the use of laurels, vines, and other "sovereign'st things on earth," in the light of downright parmicity. The medal of Augustus figured in old du Choul is to Divo Julio, and not to Juno, as Goddess of Air; the only one besides the Junoni Martiali we recollect struck in that Emperor's reign to Juno, being one of Illice, meant to compliment Livia under that name, and certainly the temple thereon is not "*armée de plusieurs tiges pointues.*" As to the rumored medal bearing *Jupiter Elicius* as a legend, representing the god on a cloud, with an Etruscan flying a kite towards it, we can only say, it ought to be brought forward to satisfy the world at large that Franklin has been robbing the Ruler of Aqueducts.

But it is time to clap a stopper on this. Quitting the reveries of the ancients, who all regarded a thunder-storm as the instrument of divine vengeance, we come at once to the days when science threw a steady light on the matter. By experiments and inquiries into the nature and properties of electricity, and comparing them with the phenomena of thunder and lightning, it was found that they had a common cause, and were, in truth, but different modifications of the same meteor; that they vary in nothing essential, and only differ from being in degree greater or less. The same means which taught the management of the one, gave reason to believe that many of the mischiefs of the other might, by appropriate apparatus, be prevented. It was discovered that a quantity of electricity, accumulated to a degree sufficient to destroy a large animal, will innocently discharge itself through a small wire; and this led to further and still more remarkable steps. About ninety years ago, Buffon and Dabilard drew lightning from the atmosphere by means of pointed rods of metal; and they were the first persons who successfully accomplished it. In the following year M. de Romas elevated a paper kite to the height of 550 feet, for the like purpose, and found that when flown with a cord composed of hemp and wire, it would silently, and without any report, bring down the matter of thunder from a cloud; though when he altered the apparatus, and thereby precluded an easy passage, streams of fire were seen an inch broad, and ten feet long, and the report equalled that of a pistol. "In less than an hour," writes he to the Abbé Nollet, "I had certainly thirty sheets of these dimensions, without counting 1000 others of seven feet and under."

It was owing to this "easy passage" being inter-

rupted that the death of Professor Rickman, in 1753, was owing. The immediate cause of the melancholy accident was, that the conducting-rod led into the apartment, and the unfortunate Professor was standing too near its lower extremity.

Franklin, however, had made the brilliant discovery that the electric fluid was identical with that of lightning. Their similarity had been suspected, and the above experiments, according to his suggestions, were made in France, towards verifying the fact; but still it was reserved for Franklin himself to complete the demonstration. The object of the French philosophers was to obtain by these means electrical sparks or flashes of fire; but Franklin, about the same time, drew the lightning as he listed, and obtained deductions of a higher interest. Hence originated his bold idea of erecting pointed rods, in order to secure buildings from the effects of atmospherical electricity; and the recommendation was adopted, not only for the protection of edifices on land, but was very soon followed by cognate schemes to secure ships on the water. Now arose the virulent warfare about pointed and knobbed conductors, Swift's big and little egg-endians were nothing to it. The men of point ensconced themselves under Franklin, Horsley, Priestly, Cavendish, Pringle, Nairne, and Watson; while the blunt assailants were headed by George III., Mr. Wilson, Frederick the Great, and Abbé Nollet. The latter forces carried heavy metal, and, for a time, battered the defenders without any show of quarter; but "a cripple in the right way," says Bacon, "may beat a racer in the wrong one," and so it was with the points; for, in spite of power and intrigue, the blunts ultimately got the worst of it. Two committees of the Royal Society stuck to the point, with one exception, viz: Mr. Benjamin Wilson, who threw down a fathom of protest and explanation, to show that every point solicits lightning. The King wished Sir John Pringle, the President of the Royal Society, to employ his official influence to strengthen Wilson's protest. Sir John replied, that duty, as well as inclination, would always induce him to execute His Majesty's wishes to the utmost of his power; "but, Sire," said he, "I cannot reverse the laws and operations of nature." "Then," said His Majesty, "perhaps, Sir John, you had better resign!" And Sir John resigned accordingly. Still the pointers increased in number, and practical science declared in favor of the sturdy Anglo-Yankee; while poor King George was dragged at the conqueror's chariot wheels. In biting irony of the political relationship between the victorious and the vanquished, to the "*Eripuit cœlo fulmen*," inscribed on Franklin's bust, a genius added another line, "*Sceptrumque tyrannis*." Nor was this all. The muses of Grub-street poured forth epigrams by the ell; of which a specimen may suffice:

> While you, great George, for knowledge hunt,
> And sharp conductors change for blunt,
> The nation's out of joint:
> Franklin a wiser course pursues,
> And all your thunder useless views,
> By keeping to the point.

A ship at sea, like a house on shore, may, when there is an accumulation of electric matter in the upper portion of the atmosphere, be struck aloft; or, when the atmosphere is in a contrary state, the lower part of the ship may be struck; the lightning in the latter case ascending along the mast. The action, however, is so inconceivably rapid, the velocity being ascertained to be nearly double that of light, that much apparent contradiction has crept into evidence. But one grand point is now satisfactorily established, viz: that ships unfurnished with metallic conductors have frequently suffered serious injury during thunder-storms, while those which have been so provided have generally escaped. When Captain Cook was at Batavia, in October, 1770, in a dreadful gale, the lightning fell on the ship with such force, that the shock shook her like an earthquake, the chain-conductor at the same time appearing like a line of fire, yet no damage was done to the ship; while a Dutch Indiaman near her had her mainmast shivered. Again, in 1814, when a furious storm raged at Plymouth, of all the ships then in the port, only one, the Milford, 74, was struck by lightning, and this alone was without a conductor.

Conductors were recommended by Dr. Watson to Lord Anson, for general adoption into the British navy in 1762, and the ships of Cook were so fitted. The first used in the French fleet was on board the Etoile, gabarre, in November, 1784, being fitted for Lieutenant Voutron, by M. le Roy.

The rigid bars of Franklin being considered inapplicable as conductors in floating bodies, chains of copper were employed instead of them; these were attached to the upper extremities of their masts, and, following the standing rigging, were passed down the ships' sides into the water. Such substitutes, to the best of our belief and knowledge, have been highly efficacious in averting calamity; for although the ocean is considered by some to be but a baddish conductor of the electric fluid, it will not be denied that sea-water is at least a uniformly conducting substance. Yet there was a strong prejudice to overcome before the adoption was widely relished, for some *quid-nuncs* of the Hamilton Moore school objected *theoretically* that such means would attract the lightning from the distance to a ship; and under their very imperfect view of this subject, there was a sad confusion as to the offices performed by the point and the chain, the attractor and the conductor; albeit the two, as a whole, simply establish a means of communication between the clouds and the water.

Objections to these marine conductors were more reasonably made, on account of their want of continuity, and their liability to be injured or broken during storms. The conductor, officially supplied, consists of a copper chain, composed of rods about two feet in length and about one-sixth of an inch in diameter, with an eye at each end. These bars are linked together by rings, and the conductor terminates in a rod of the same dimensions, which tapers to a point, and is made with a turn in it near the base, to receive the line to which the conductor is attached throughout its whole length, for stopping it to the topgallant-backstay when triced to the mast-head. This being obviously liable to serious damage from every sort of mechanical violence incidental to the

varying position of a ship's rigging, numerous doctors rushed into the arena, with and without qualification; and various substitutes, each with higher pretensions than the other, were proposed, but few of them were tested by practice. Mr. Singer* suggested copper links to be attached to the mast by flexible spiral wires; and Jean Baptiste le Roy, thinking sailors would be apt to forget a temporary conductor, recommended a chain of copper rings, which were to encircle the maintopmast-backstay, and so conduct the formidable fluid from the mainmast to the water. Another would avert the ill consequences of lightning by placing balls of glass, or other non-conducting body, on the mast-heads, as repellants; and seal-skin covers to the trucks, for the same object, had many advocates. Mr. A. Smith proposed a copper wire-rope securely fitted to the trucks and mast-head caps, descending down the rigging and over the ship's side, where it is inserted in a copper-plate in contact with the sheathing below the water-line. Mr. Martyn Roberts also had a preventive of a similar kind, but both it and Smith's differed only from the metallic-rope conductor used in the French navy, in their mode of application. Mr. Edye's plan appeared to be a modification of them all.

From the ductility of copper, we have reason to rejoice at its far greater fitness than iron for lightning-conductors. This superiority is in the proportion of at least six to one, and thus copper ropes have been largely recurred to by our continental neighbors for the purpose in question. They construct them also at so cheap a rate, that we have seen a frigate furnished with a conductor for five guineas. But so heavy an appendage has been found very inconvenient swinging about, as the diameter must be adapted to the lightning, and not to the size of the vessel to be preserved.

At length Mr. Snow Harris, who had taken the field so early as 1822, cleared the subject of most of its difficulties, and reduced a given mode of defence to a consistent system, upon intelligible principles. But his progress was not unobstructed. Several severe blows between wind and water were aimed at him; and while Mr. Sturgeon, of Addiscombe, showed him up in a set book, Lieut. Sabben publicly lectured on the "unscientific character" of his conductors. Yet the open assailants were readily to be dealt with; it was the *Veritas* and *Philo-Veritas*, and other obscure trampers of the press, that could not be reached by argument. "Any man," said the sage Major Dowling, "may catch a rat in a strait race, because he ain't used to it; but give him a few old barrels and logs to dodge round, then, I tell you, it's pretty tuff work."

The conductor introduced by Mr. Harris consists of two laminæ, or slips of sheet-copper, laid one on the other, in lengths of about 4 feet; their width is from 1½ to 6 inches, according to the class of the ship and the size of the spar to be furnished with them; and they are together 2-16ths of an inch in thickness, which is reckoned sufficient to prevent them from being fused. They are riveted at the points of junction to form an elastic and continued line, and then inserted in dove-tailed grooves in the after part of the masts, extending from the truck to the keelson without interruption to the electric fluid along the metallic line. The contiguity of this line is ingeniously preserved at all times by a tumbler on the caps of the masts, consisting of a short copper bar, with a hinge at its base, by which it leans against the conductor of the topmast, whether fidded or housed. Thus the conductor and the mast are completely identified with each other. Copper plates of equal dimensions to those on the lower masts are placed under the heels and steps of the masts, and are thus led along the keelson in contact with the copper fastenings, so as boldly to lead the lightning through the ship. In order to insure adequate connection with the copper sheathing, bolts are driven transversely through the keel, so as to meet those passing down from the keelson. Appropriate copper plates are likewise led along the underside of the beams of the lower and orlop decks to the principal copper fastenings, and ultimately terminate in the sheathing, thereby combining all the chief masses of metal in the hull and spars of a ship with the conductor, and affording by means of its ultimate connection with the copper sheathing a vast surface in contact with the water for the dispersion of the electricity, under the complicated conditions which a ship involves. Such an application must always be considered as a means of rendering more efficient the conducting power of the general mass, so as to admit of intense discharges of atmospheric electricity becoming readily transmitted and diffused. The continuous metallic line must lead the electric matter directly to the sea, because it constitutes at all times, and under every position of the masts, the line of least resistance to the electrical diffusion.

These valuable and essential qualities have been fully tested in the Caledonia, Revenge, Spartiate, Druid, Dryad, Forte, Sapphire, Beagle, and other vessels fitted on Mr. Harris's plan. Moreover, a palpable and beautful demonstration has been repeatedly shown in scientific galleries, among which may be mentioned that exhibited at the United Service Institution. The floating model of a square-rigged ship was fitted with the lightning apparatus, and a powerful electric discharge was communicated to the extreme point of the main-topgallant-mast; it passed along the conductor and out of the vessel without injurying any thing, but continuing its course under water to a boat astern of her, it then exploded some gunpowder, placed there to prove the actual presence and power of the electric fluid. The experiment was completely successful, and ought to be sufficiently convincing as to the great safety which its application would bestow on the lives of our seamen, and on the public and private property in our Commercial and Royal Navies; and the following is the sole cost of fitting each class of H. M. ships on the reduced scale proposed, to procure so great and beneficial an immunity:

* Lieut. Pringle Green, whose conductorophobia was exhibited to the Lightning Committee in June, 1839, in the corrections he was allowed to make to his evidence, says *Singer* should be *Marratt*, and refers us very circumstantially to the Naval Chronicle, page 121, vol. xxv., of 1812. Try it, gentle reader.

PARTICULARS.	1. Rate.	2. Rate.	3. Rate.	4. Rate.	5. Rate.	6. Rate.	Sloops.	Brigs.
	£	£	£	£	£	£	£	£
Conductors for the hull and spars,	208	200	187	173	155	121	78	70
Expense of fitting them,	50	46	43	41	37	31	20	17
Total expense of the conductors,	258	246	230	214	192	151	98	87
Value of copper as convertible when old,	133	127	119	110	99	85	47	43
Actual cost to the Crown,	125	119	111	104	93	66	51	44

Harris was not, however, as we have already said, to walk the course, for the *lateralists* and *attractists*, took the field against him, and for a while divided the opinions of those interested in the matter. The lateral-explosionists were demolished by Messrs. Faraday and Wheatstone, who distinctly disavowed any knowledge of a side discharge which was not a diversion or division of the primary current, where the conductor was not of sufficient capacity of conduction, and that liabilities to such diversion would decrease in proportion to the goodness of the conductor; but the attractists contemned the whole race of lightning conductors stock-and-fluke, although their efficacy might be considered to have been established beyond all doubt by the experience of eighty years, and the unanimous opinions of the scientific in all countries. The objection advanced to their use was a *rechauffé* of the old prejudice, that the lightning is thereby drawn down exclusively upon the vessel. Now, Professors Faraday and Wheatstone, the two best authorities on this point, being consulted hereupon, gave it as their unequivocal opinion, that conductors possess no inherent property of attracting or inviting a discharge from a distant cloud. The action of a conductor is purely passive, merely affording an easy transmission to the matter of lightning, which is, in fact, already present, and is operating rather on them in common with other bodies. So that their action is at best of a negative kind; and, observes Mr. Harris, conductors can no more be said to attract the matter of lightning, than a water-course can be said to attract the water which necessarily flows through it at the time of heavy rain. Some doubt, however, still exists concerning the distance to which the protecting influence of the rod extends; but it is generally supposed that this influence is limited by the circumference of a circle described about the rod, with a radius equal to double its height above the top of the projecting object.

At length, in May, 1839, the Admiralty appointed a Committee for the purpose of inquiring into the merits of Mr. Snow Harris's, and other lightning conductors, as well as to investigate the validity of the objections to employ them. The report of these gentlemen was ordered to be printed, by the House of Commons, in February, 1840, and as it must always form a decided and conclusive epoch in such future marine inquiries as involve the principles of electrical action, we will extract a small portion of the adduced *pros* and *cons* of the general question. The Lightning Committee consited of Rear-Admiral J. A. Griffiths, *Chairman;* Rear-Admiral Sir J. Gordon, K. C. B.; Capt. James Clarke Ross, R. N.; Professor Daniell, F. R. S.; Mr. John Fichman, *Master Shipwright;* Walter Clifton, Esq., *Secretary.*

As our space is very confined, it is necessary to be brief. We will first hand up some of the documentary WARM EVIDENCE by which the Committee were influenced, in their decidedly favorable report. There are many letters to choose from, but the first which comes to hand is one from Capt. Wolrige to Waller Clifton, Esq., dated Stonehouse, Plymouth, 7th June, 1839:

"SIR: In answer to yours of the 5th instant, requesting me to state, for the information of the Commissioners appointed to inquire into the subject of Lightning Conductors, the circumstance of the Norge being struck in 1815, and my authority; Her Majesty's ship Norge, when at anchor in Port Royal Harbor, Jamaica, June, 1815, then commanded by Captain, now Admiral, Sir Charles Dashwood, was at night struck by lightning, which knocked the main-topgallant-mast in three pieces, shivered the main-topmast, absolutely forcing the centre out of it, and brought the mizzen-topmast and topgallant-mast on deck; consequently the ship was a wreck, and detained for two or three days from sailing with a valuable convoy for England.

"I was a sick passenger, and in my bed, on board the Norge at the time of the accident; but so terrific was the shock, that every man was in an instant on deck; therefore I was an eye-witness to the damage sustained.

"What is more remarkable (and most fully evinces the great utility of conductors) is, that among the number of ships which surrounded ours, none were struck but a merchant ship, who, like the Norge, had not her conductor up. The Warrior, of 74 guns, was at anchor close to the Norge, with her conductors up, and did not receive the least injury.

I have, &c., THOMAS WOOLRIGE, *Capt. R.N.*"

The Hastings, 74, having returned to Portsmouth, her Captain was written to, and the following reply, dated 8th June, 1839, was received:

"SIR: I beg to state, for the information of the Committee appointed to inquire into the merits of Mr. Harris's and other Lightning Conductors, that on the morning of the 8th of March last, a heavy thunder-storm came on, which even spread over the town and harbor of Valetta; that at seven of the same morning the Ceylon was struck by lightning, her pole-fore-topmast being shivered, and a piece slipt out from the side of the foremast, from the mast-head to near the deck, where the fire-engine was, to which the lightning was drawn by the iron-work, and dispersed in some water in the bottom of the engine. The Ceylon had no conductor, and was lying in Dock-yard Creek, close to the Talavera and Bellerophon, both of which ships had conductors up, and were not struck. The Hastings, also having a conductor up, was lying in a direct line with the Ceylon, and only distant a few hundred yards. The Hastings, being in French Creek, was not struck by lightning.

"An English merchant vessel, which I believe was struck by lightning the same storm, while off the island of Malta, was brought into Valetta almost on

her beam-ends, the lightning having gone down her hold, and had been attracted to the side by some bolts, the lightning at the same time driving a part of three planks out of the side; this vessel had no conductor. I have, &c..

"FRANCIS E. LOCH, *Captain.*"

Captain Smyth was written to upon the same subject, by Mr. Clifton, and returned the subjoined answer, dated Bedford, 7th June, 1839:

"SIR: In answer to your letter of the 5th instant, I beg to state, that about the end of September, 1824, writing from memory, His Majesty's ships Phaeton and Adventure were moored inside the mole at Gibraltar, when a violent thunder-storm took place. I was writing in my cabin in the evening, but was interrupted by a startling crash, followed by a cry of, 'The Phaeton's on fire!' I instantly ran upon deck, turned up the hands, veered away upon the fasts, hove-in on the bower cables, and manned the boats; but the flames were quickly extinguished, principally, Captain Sturt told me, by the cool exertions of one of his men, who was therefore expressly recommended. Her foremast, I understood, was rent from the truck to the deck, some sails and rigging were set on fire, and several seamen struck down.

"On this occasion, the Adventure's conductor was rigged, but the Phaeton was unprotected. The vessels were about a cable's length apart, and they were the only ships there. Many of my people felt a kind of electric shock more than one that night, but we did not sustain the slightest damage.

"My own opinion of the conducting power of metallic wires, and therefore the vast utility of lightning conductors, indifferent as to their construction and adaptation seemed to be, was very strong in their favor; and I have labored hard to propagate this feeling, in opposition to the notion of their being dangerous, from attracting the lightning; an opinion which cannot but be deemed absurd, since it infers that the masts, and not the ships, form a point in the electrified surface. Indeed, it would be a comfort to the service, as well as an enormous saving in spars, canvas, and gear, were the laws and indications of meteorology more strictly attended to.

"During many years passed at sea, I had known of several disasters occasioned by lightning, and also of various ships being struck, and escaping destruction as if by miracle. This led me so to consider the subject, that, in my written orders, the officer of the watch was directed, whenever the weather appeared threatening, whether at sea or in port, to hoist the conductor, which was kept, not in a store-room, but in a box fixed to the stool of the after main-topmast-backstay, and both officers and men were carefully instructed to place it, so that the spindle should be well above the truck, and the chain carried into the water, clear of the cross-trees, top, and channels, by out-riggers.

"Under these precautions, I feel a confidence tantamount to conviction, that at least the spars of His Majesty's ship under my command were saved in several severe thunder-storms which she encountered in the Gulf of Lyons, the Adriatic and Ionian Seas, and in the Lesser Syrtis, the electric fluid having been seen to descend the chain, and pass overboard into the sea, without damage to the ship.

"I happened to be on board the Queen, of 74 guns, when an electric discharge shivered her main-topmast to chips, and fatally damaged her mainmast, in the harbor of Messina, in 1815. On this occasion, I remarked to Sir Charles Penrose, who had his flag flying on board her, that the amount of the injury now inflicted, would supply all the ships in commission with lightning conductors. If I remember rightly, this ship carried the useless and dangerous appendage of a spindle upon her truck.

"I have, &c., W. H. SMYTH, *Captain R. N.*"

On the same day Captain Edward Sparshott thus addressed Mr. Clifton:

"SIR: I beg to acknowledge the receipt of your letter of the 5th instant, requesting me to state to the Committee appointed by the Lords Commissioners of the Admiralty to inquire into the merits of Mr. Harris's and other lightning conductors, the circumstances of a case of lightning which occured at Trincomalee, in the year 1837, whilst I was in command of Her Majesty's ship Winchester, &c.

"The following are the circumstances, which I have the honor to transmit for the information of the Commissioners:

"In the month of November, 1837, Her Majesty's ship Winchester, under my command, was lying in Trincomalee during a thunder-storm, on which occasion the Cochin, tank-vessel, moored about two cables' length in shore of us, was struck by the lightning, and her foremast so much damaged as to require a new one. The electric fluid could be easily traced from the hoop at the mast-head to the jaws of the fore-gaff, which was lowered down upon the boom, whence it appears to have been attracted by the chain cable, by which the vessel was riding, passing out of the hawse-hole into the water. The Cochin was schooner rigged, without a topmast; she had no conductor up. The Winchester had a conductor up, which we made on board out of small copper wire, of about half the size of that of the established conductors; it was the largest we could procure, and as the Winchester escaped injury, although the electric fluid was distinctly seen to pass down it into the water, it appeared to answer the purpose intended. No other ship or vessel was near the Cochin or Winchester. I have, &c.

"E. SPARSHOTT, *Captain R. N.*"

We must now peep into the COLD EVIDENCE, the statements of which were considered by the Committee, and mostly refuted. The first letter at hand is from Captain Inglefield to Mr. Clifton, dated Dover, 14th June, 1839, and runs to this effect:

"SIR: In reply to your letter of yesterday's date, requiring me to state, for the information of the Committee appointed to inquire into the merits of lightning conductors, &c., the nature of the accidents which occurred to Her Majesty's ship Thetis, at Rio de Janeiro, and whether she had any conductor up at the time, &c., I have to acquaint you that I cannot say positively at this distant period, whether the Thetis had her lightning conductors up at the time she was struck or not; but the impression on my

mind is, that none were up, as she was then under a refit of her rigging, though, to the best of my recollection, her topgallant-masts were fidded. Her distance from Her Majesty's ship Ganges, then under my command, I consider to have been about a mile and a quarter, her position being abreast of the Naval Arsenal, and the Ganges abreast of the small island Ilganion. The damage sustained by the Thetis from the lightning was, considerable injury to her foremast, and fore-topmast rendered useless. I believe none of the crew were hurt. The lightning was most vivid over that part of the harbor, and there were many merchant vessels at anchor near the Thetis, but I am not aware of any other vessel having been struck at that time.

"The Ganges had not her conductors up, as we were not in the habit of using them, my opinion being that those then supplied to Her Majesty's ships were likely to lead the electric fluid into the ship, should any accident or neglect cause the chain to get loose and point that way, which, in a squall, might possibly occur; consequently, I have always considered them objectionable, from such liability.

"I have, &c., S. H. Inglefield.

Sir William Symonds, surveyor of the navy, being examined by the committee, stated that he knew of no case of a ship with a conductor up having escaped injury, when a ship in company at the time without one has been struck. He believed that Mr Harris's conductors attract the electric fluid; that the common chain conductors, hitherto found a sufficient protector, are better; and that, in his opinion, Mr. Edye's plan was greatly superior. Mr. Edye, master shipwright, and proposer of a new lightning machine, then came forward, and "did not approve of the plan proposed by Mr. Harris for applying conductors to ships," but "had never seen any fitted;" and he never heard of a "ship not having a conductor being damaged by lightning, when other ships in company, having conductors up, escaped injury." But Lieut. W. P. Green was the most unflinching enemy to lightning-rods of all the *cold* division; and he belabored the "people who were mad enough to use conductors." Having made some statements in a printed pamphlet, he was written to by Mr. Clifton, requesting him to give particulars about those men-of-war which he represented to have been damaged by lightning, though fitted with conductors, whilst other ships in company, without conductors escaped injury. To this he made the following reply, dated Knocker's Knowle, near Plymouth, 6th June, 1839:

"Sir: In obedience to the request of the committee appointed by the Board of Admiralty to inquire into the subject of lightning conductors, I beg to make the annexed statement; and most respectfully beg further to inform the committee than I am in possession of several other statements of ships struck and damaged by lightning, having conductors up at the time, when many vessels near them not so provided were spared; of a house in England, having eight rods affixed to it being struck and set on fire; of many churches and other buildings damaged, although guarded by approved conductors. One of those had a rod passing through it, precisely after the plan in question; this conductor was melted and the building much damaged. I am also in possession of the incontrovertible fact, that in the presence of hundreds of conductors more injury has been occasioned by lightning than was ever known to be the case where none was present.

"The Committee will be enabled to judge the impossibility of conveying an adequate idea of this important matter by letters, when I state that two hundred and twenty-six pages of large manuscript, illustrated by twenty large drawings and models, form the evidence I have collected during a research of thirty-five years, which tends to prove that conductors, however great their number, are the cause of the evil which Franklin supposed them to avert; that the scheme in question is ill-copied and dangerous in the extreme. Nor can I find recorded, after my long inquiry, a single instance where conductors afford protection.

"As the marked pages in the pamphlet convey a few more of the many facts of my position, I have ventured to forward it.

"I have, &c., Wm. Pringle Green."

This letter was followed by a long examination of Lieut. Green, in which. though on the *cold* side, he waxed rather warm. The *tottle of the whole* was, that in their report the committee state: "We beg to observe that every search has been made for cases of injury sustained by ships fitted with conductors, and though several statements to that effect have been brought under our notice, not one has been substantiated. And no instance, so far as we are aware of, has ever occurred of a ship sustaining injury when struck by lightning, if the conductor was up to the mast-head, and the continuity uninterrupted to the water."

In the course of the inquiry it was decided, that the chain usually supplied not being a fixture, was seldom ready when required; was dangerous in tricing up during a squall; too slight in construction; liable to be lost in the event of carrying away a topmast; insufficient in capacity for the safe transmission of heavy discharges of electricity; and, on the whole, only to be regarded as a temporary and inadequate expedient. Now, Mr. Harris's plan, by which a continuous line of metal from the truck to the water is permanently fixed, removes at once all those objections and liabilities; and if it be found necessary to strike any of the masts, or one or more be carried away, a safe conducter will still remain. The committee were therefore unanimous in their report, and close it by saying: "Having now completed our remarks on the several points to which their lordships' instructions directed our attentions, we trust we have shown, from the evidence of facts derived from the experience of many years, as well as by the opinions of not only scientific but professional men, the efficacy of Mr. Harris's lightning conductors; and considering the number of lives which have been lost by lightning, the immense amount of property which has been destroyed, as shown by Mr. Harris, and as still exposed without adequate protection; the inconvenience which has arisen, and is still liable to arise from the loss of the services of ships at mo-

ments of great critical importance; the difficulty of procuring new spars in time of war on foreign stations (not to mention the great expense of wages and victuals for crews of ships while rendered useless till repaired;) we again beg to state our unanimous opinion of the great advantages possessed by Mr. Harris's conductors above every other plan, affording permanent security at all times, and under all circumstances, against the injurious effects of lightning, effecting this protection without any nautical inconvenience or scientific objection whatever; and we therefore most earnestly recommend their general adoption in the Royal navy."

This is language which cannot be mistaken. And in addition to the names already cited in this paper, the Committee were backed by the recorded opinions of Sir Humphrey Davy, Dr. Young, Dr. Wollaston, Sir G. Cockburn, Sir Byam Martin, Sir Manley Dixon, Sir Watkin Pell, Captains Fitzroy, Turner, Brown, Hon. F. Grey, and many others. Such unequivocal testimony to the utility of the zealous exertions of Mr. Harris was too weighty to be overlooked, and Government acknowledged their sense of the national obligation by the bestowal of £300 per annum upon that gentleman. Long may he enjoy it.

SUPPRESSION OF DUELLING.

The following plan for the suppression of duelling was suggested by a correspondent of the London Spectator. We give his project, together with the comments of the editor:

The Plan.—I am happy to learn from some of your contemporaries that projects are in formation for superseding duels. Allow me to propose mine. Let seconds be appointed, as now: let them choose an umpire: let the seconds, if they can agree, or, if not, the umpire, dictate the apologies or explanations proper to be made by the offending party, or by both parties, if both are in fault. Should the party refuse to obey the award so made, let his refusal be published in the newspapers, and himself be *cut* in decent society. And whether he gives or refuses the apology required of him, let the honor of the other party be considered as satisfied by the proceeding.

The Comment.—The chief doubt of its probable adoption arises from the circumstance that it is left to emanate from individuals engaged in controversy; the unlikelihood of its orginating in such moments is shown by the fact that a plan so much in harmony with common sense, and which has always been obviously available, has never yet been mooted either by principles or seconds. Apprehension would always exist that cowardice would be retorted upon its proposer; and hence the scheme, good in its way, requires some adventitious aid for its development.

This aid may be furnished by very simple means. The disease which manifests itself by a morbid sensitiviness of what is called "honor," must be cured by acting in harmony with that symptom, and not by opposing it. If the anti-duelling association, which has been lately formed, would elect from among their body a sufficient number to form a permanent court of arbitration, and if a successful application could be made to the husband of the Queen to become its patron, a refusal in any case to refer to it would be regarded in fashionable society as disrespectful to its leader, and the knowledge of this might prove sufficient, when perhaps all other means would be ineffectual, to insure obedience even from naval and military men, with whom, it is felt, the chief difficulty lies. The public existence of such a court would, moreover, take away all those considerations which at present operate upon juries as palliatives of the offence, and it is probable that any case then occurring would be visited with something more than the mere forms of law.

But it would be said that the duties of such a court would be endless, since paltry disputes, which die away under the dread of a duel, would then be pertinaciously maintained and dragged forward for arbitration. To obviate this, in each appeal a certain sum, say ten or twenty pounds might be required, to be applied at the discretion of the court to a public charity; the judgment including an award as to the party by whom this payment should be made.

The lament "that of all the evils which beset society there are few which kings or law can cure," has long been familiar. By the course now indicated, the Prince, in many cases debarred by political considerations from taking an active part in the advancement of the people, may be the instrument of achieving for England the distinction of being the first among the nations of the world to discard a custom which, in whatever country it may be retained, must stand as a satire upon every boast of civilization.

The Thames Tunnel.—At a meeting of the Institution of Civil Engineers, Sir Isambard Brunel presented a design intended to illustrate the mode of securing the poling boards of the shield of the Thames tunnel. The poling boards, shown in the drawing, he described as being intended to close the whole area of the excavation in the front, as the side and top staves were intended to secure the sides and top of it. The shield (weighing nearly 180 tons) in passing over the ground, served materially to compress it, and make a firmer foundation for the tunnel. When it was considered that the mass of ground removed weighed 63,000 tons, while the brick structure by which it was replaced weighed only 26,160 tons; some idea might be formed of the difficulties which had been encountered in the progress of this undertaking. It would be seen by reference to the early reports, that 540 feet of tunnel had been made in the course of sixteen months, viz., from the 1st of January 1826, to the 27th of April 1827. At that period the miners and bricklayers struck, without even securing their work. In this emergency, after standing still a week, new hands were engaged; the result was, that on the 11th and 12th of May, the ground showed symptoms of giving way, and on the 18th the river broke in and completely filled the tunnel; the length of brickwork then completed was about 550 feet. He was convinced that no irruption would have occurred but for the desertion of the men, for at no previous period had so much work been done; the average progress being 12 feet per week for sixteen weeks, and having at that time the advan-

tage of his son's services and those of experienced assistants, the work might have continued, and the tunnel would have been finished in about four years. After this irruption, an advance of only 50 feet was made within the period of the year 1827, and in consequence of a second irruption, the work was totally abandoned. In the year 1835, after a lapse of seven years, being liberally assisted by the Government, a new shield was provided, and the work was resumed in the beginning of March 1836. The work, however, proceeded very slowly as contrasted with former periods. On the 11th of June, the water broke in and continued to trouble the works for six weeks. Having succeeded in repelling this attack, the progress for the whole year amounted to 117 feet. Foreseeing that he should, at some future period, have to account for the causes of these delays, Sir Isambard instituted, in the course of the year (1836,) distinct sets of records for every branch of the service, afloat as well as underground, in order to place beyond doubt the circumstances which might not otherwise be credited. These registers enabled him to give the minutest details of the work, and would, he hoped, be found useful in any future similar undertaking. Through the whole of the year 1837, the progress was only 28 feet 4 inches, a rate which hardly exceeded that of a fortnight of the year 1827. Two irruptions took place within the range of eight feet, owing to the looseness of some portions of the strata, which were so fluid, that the only expedient for advancing, was by forcing forward some of the polings with the screws. The frequent bursts of gas at that period, and in 1838 and 1839, had moreover such an effect upon the men, that some of them fell senseless at their post. There was therefore great risk of the poling boards falling down, as had been the case before, and causing a total disruption of the ground. In this dilemma, the expedient of connecting the poling boards with each other by hooks was resorted to, forming by this means a complete panel in the face of each of the 36 cells of the shield; the top poling being suspended to the head of the cell, the panel could not be disturbed even with a cavity in front of it; there was likewise an additional means of supporting the polings, by iron spurs resting upon the floorplates and going into the ground. Notwithstanding the apparent increase of labor occasioned by this addition to the poling boards, good progress was made, amounting to 249 feet in the course of twelve months, and the hooking was found so safe in its service and its results, that were another tunnel to be constructed, Sir Isambard stated, that he would make the system of attaching the poling boards, an essential part of the organization of the shield, being convinced that it might by this means, be worked through the worst ground, with a certainty of safety and success.

THE TOWER OF LONDON.—The editor of the Albany Evening Journal, gives the following account of his visit to the tower of London:

On our return from Greenwich, we were set down at the tower, which is near the river and not far below London bridge. The first view of the tower, (or rather towers, for there are three of them,) caused a shuddering recollection of the cruelties and horrors that have been perpetrated within its frowning walls, the blood stained annals of which are to be found upon almost every page of English history. The tower covers twelve acres, and was, you know, the castle of the early Kings of England.

We passed from the arched gate-way through a winding stone court to a refreshment apartment, from whence a warden, after a party of a dozen had arrived, conducted us first into the horse armory, where some forty knights, noblemen, and monarchs, mounted, are clothed in the armor worn in the respective reigns in which the individuals lived. Here is a suit of armor actually owned and worn by Henry VIII., in 1520; a suit of armor belonging to the Earl of Leicester, Queen Elizabeth's favorite, as gorgeous as that which is said to have been worn in the tournaments; the armor worn by the Earl of Essex at the coronation of George II., a beautiful suit of armor worn by the Prince of Wales, (son of James I, 1601,) when only twelve years old. There are, also, several suits of armor worn by distinguished Crusaders. To all which is added a nameless number of ancient shields, helmets, gauntlets, pikes, spears, cross-bows, battle-axes, &c., &c.; which mark the ages in which these various implements of destruction and defence were in use.

We then ascended to Queen Elizabeth's armory, which was long the prison of doomed men, among whom was Sir Water Raleigh. Queen Elizabeth, in a dress like one she wore to St. Paul's, on a poney led by a page, (as she is here represented,) to return thanks for the deliverance of her Kingdom from a Spanish invasion, is the prominent object in this room. This, like the armory below, is filled with the instruments of death wielded in the barbarous ages to which they refer. But I will not weary you with details. Here is the block upon which, it is said, two of the wives of Henry VIII were beheaded, but I notice that it is affirmed with more confidence that the Earl of Essex suffered upon this block, and by a blow from the ferocious looking axe by its side. Crowns and stars are curiously wreathed upon the walls with swords, pikes, halberts, bayonets, pistols, spears, &c.

From this armory we were handed over to a matron who ushered us with great solemnity into the Regalia. Here, since the reign of Henry III, kings and queens have deposited their golden and jewelled baubles and playthings; but gorgeous and sparkling as they are, I looked with any feelings rather than awe or admiration upon these costly and precious trinkets. The Imperial Crown of Her present Majesty, which forms the dome of this royal pyramid, is hooped in diamonds and studded with brilliants, surmounted by sapphires. In front is the ruby worn by the Black Prince. This royal toy cost a million sterling. There are massive gold tankards, banqueting dishes, baptismal font, winter fountain, &c., &c., which, with the crowns of other monarchs, cost three millions sterling.

We were not shown into the Beauchamp tower, so long used for the confinement of "state prisoners," though I was most anxious to see the dungeon-home of the Earl of Warwick, Earl of Leicester, Lady Jane Gray, and others, who "sorrowing suffered" there.

The fire of 1841 destroyed what were designated the "grand store-house" and the "small armory," in which most of the TROPHY cannon were deposited. These valued memorials of English victories are now arranged in the yards, either melted, mutilated, or defaced. They are to be taken to Woolwich, where new pieces are to be recast from the same metals in their original forms.

Domestic Miscellany.

From the New York American.

U. S. Revenue Cutter Vigilant.—An experimental trip was made in our harbor Thursday afternoon by this beautiful little cutter to test her capabilities in sailing. Her enterprising builders, Messrs. Webb & Allen, invited a party of gentlemen to accompany them. On their way down the harbor they were joined (upon invitation) by the collector of the port, Mr. Curtis, and Mr. Wetmore, the navy agent.

The model of the Vigilant is new and very beautiful. She draws only two feet water, and her burden is only forty-two tons; is schooner-rigged, and for her size has an uncommonly large and commodious cabin, combining every requisite for the important service to which she is destined—that of cruising among the keys, creeks, and inlets of the coast of Florida and Louisiana, and occasionally in searching Lake Ponchartraine, and the great Father of rivers, the Mississippi, for smugglers. It was the opinion of all who saw this beautiful craft on trial that she could not be improved for the objects contemplated. The wind was light during the progress down, yet she outsailed every craft she fell in with, working up to the wind, and obeying her helm in a manner to call forth the admiration of her commander for the occasion, Capt. John O. Neil.

On reaching the Narrows, the Vigilant approached the U. S. cutter Rush, at anchor off Fort Hamilton, and sailing round her, gave a salute from her six-pound battery. After an exchange of salutations with the officers, and receiving the congratulations of a large party of ladies and gentlemen from the shore, bound to the Rush, the officers of which were very anxious for a trial of speed, which was only declined by the commander of the Vigilant by reason of the near approach of evening, she was headed for the city, and came up with the wind upon her quarter in gallant style.

Lieut. Moore, of the revenue service, was on board, with the view to a close inspection of the vessel, for a report to the Treasury Department of the Government, to which branch she will be attached, and under whose direction it is hoped the importing interest of the country, as well as the manufacturing, may be largely benefitted, by breaking up a band of smugglers who have long eluded the vigilance of our public vessels.

The company were entertained with an elegant collation by the gentlemanly builders of the Vigilant, who were toasted in their plentiful supply of "I. C." in ice.

The Grampus.—The Lancaster, Pa., Journal says: Among the crew of the vessel thus mysteriously lost, we recognise the name of a lad in whose fate we feel a lively interest. We mean George Minshall, one of the three midshipmen, the son of a printer, who lived and died the friend of Gen. Cameron, of Middletown. His orphan boy was taken by the General, and adopted into his family. The lad soon grew in the ardent affections of his foster-father, and became as dear to him as if he had been his own. Gen. Cameron gave him an excellent education, and finally procured him a midshipman's warrant. The youthful seamen was sent out in the Grampus. He wrote from the several ports where she touched to his benefactors, in the lively language of a grateful and ardent mind, telling of all he saw, and avowing all he hoped. His letters soon ceased their regular visits. Anxiety now took the place of quiet expectations; until, at last, the dreadful suspicion was realized that he had perished with the gallant Grampus, and laid him down to die in the arms of the awful and mysterious deep. We have heard it said that the loss of this orphan boy is mourned as much by Gen. Cameron and his family, as if he had been one of his own offspring.

The Crew of the U. S. Ship Boston, who were recently paid off, have the reputation of being the most orderly and upright body of men-of-war's men who have been in this city for a number of years. The landlords of the several houses at which they have boarded speak of them in the highest terms, and as far above the contemptible quirks, drunkenness, and rowdyism, which have, to some extent, heretofore disgraced the character of men-of-war's men. These facts will explain the cause of their extreme sensitiveness at the rumor of their having mutinied, which they were so prompt in contradicting. Mr. Nicholas Land, an intelligent landlord, heretofore would not have a sailor from a U. S. ship in his house; but now he feels constrained, by a sense of justice, to state publicly that he boarded thirteen of the crew of the U. S. ship Boston in his house, and more honest, temperate, and high-minded sailors he never before had the pleasure of accommodating.

HYDROGRAPHICAL OFFICE.

WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, AUGUST 19, 1843.

DAYS.		Barometer.	THERMOMETERS. Attach.	Sun.	Rad.	Shade.	W. Bulb.	Dew Point.	WEATHER.	Portion cloudy.	WIND.	Force.	Rain, inches.
Monday,	3 A. M.	30.020	77°	61°	63°	68°	64°	57°	Clear.	.0	Calm.	.0	
Do.	3 P. M.	29.852	82	102	98	85	76	75	Cum. strat.	.2	SE.	.26	
Tuesday,	3 A. M.	29.872	79	65	69	71 5′	68	62	Clear.	.0	Calm.	.0	
Do.	3 P. M.	29.964	79 5′	101	98 5′	82 5	69	–	Cumulus.	.6	NW.	.13	
Wednesday,	3 A. M.	29.980	77	61	64	67 5	63 5′	63	Cirrus.	1.0	North.	.13	
Do.	3 P. M.	30.076	78 5	108	104	80 5	69	59	"	.4	Calm.	.0	
Thursday,	3 A. M.	30.044	75	59	62	65 5	59	52	Stratus.	.2	North.	Airs.	
Do.	3 P. M.	30.074	80	103	104	82	74	68	Cumulus.	.6	SE.	"	
Friday,	3 A. M.	30.058	77	66	66	91	66	62	"	.4	Calm.	"	
Do.	3 P. M.	30.028	83 5	63 5′	101	87	76	66	"	.3	SE.	.13	
Saturday,	3 A. M.	30.054	79	64		72	66	62	Nimbus.	.8	Calm.	.0	
Do.	3 P. M.	29.968	80 5	80	82	81	72	71	"	.7	SE.	.52	0.450

N. B. From 3 P. M. of the 19th to 3 A. M. of the 21st, 2.788 inches of rain has fallen.

Maximum variation of the needle, . . . 1° 37′ 55,″ 80.
Minimum, " " 1° 23′ 25,″ 80.
Mean daily variation . . . . . 1° 30′ 15.″ 20.

0.346

LETTER FROM GENERAL WASHINGTON.

The following extract of a letter from Gen. Washington to Joseph Reed, dated January 14, 1776, vividly portrays his feelings during one of the most trying scenes of his life. It is worthy the frequent perusal of every soldier—both officer and private. After alluding to a few of the many distressing difficulties which embarrassed him, he says:

These are evils, but small in comparison of those which disturb my present repose. Our enlistments are at a stand; the fears I ever entertained are realized; that is, the discontented officers (for I do not know how else to account for it) have thrown such difficulties or stumbling-blocks in the way of recruiting, that I no longer entertain a hope of completing the army by voluntary enlistments, and I see no move nor likelihood to do it by other means. In the last two weeks, we have enlisted but about a thousand men; whereas, I was confidently led to believe, by all the officers I conversed with, that we should, by this time, have had the regiments nearly completed. Our total number upon paper amounts to about ten thousand five hundred; but as a large portion of these are returned "not joined," I never expect to receive them, as an ineffectual order has once issued to call them in. Another is now gone forth, peremptorily requiring all officers, under pain of being cashiered, and recruits, of being treated as deserters, to join their respective regiments by the first day of next month, that I may know my real strength; but, if my fears are not imaginary, I shall have a dreadful account of the advanced month's pay. In consequence of the assurances given, and my expectation of having, at least, men enough enlisted to defend our lines, (to which may be added my unwillingness to burden the cause with unnecessary expense,) no relief of militia has been ordered in to supply the places of those who are released from their engagements to-morrow, and as to whom, though many have promised to continue out the month, there is no security for their stay.

Thus am I situated, with respect to men. With regard to arms, I am yet worse off. Before the dissolution of the old army, I issued an order, directing three judicious men of each brigade, to attend, review, and appraise the good arms of every regiment; and, finding a very great unwillingness in the men to part with their arms, (at the same time not having it in my power to pay them for the months of November and December,) I threatened severely, that every soldier who should carry away his fire-lock without leave, should never receive pay for those months. Yet, so many have been carried off, partly by stealth, but chiefly as condemned, that we have not, at this time, one hundred guns in the stores, of all that have been taken in the prize-ship and from the soldiery, notwithstanding our regiments are not half complete. At the same time, I am told, and believe it, that, to restrain the enlistment to men with arms, you will get but few of the former, and still fewer of the latter, which would be good for any thing. How to get furnished I know not. I have applied to this and the neighboring colonies, but with what success time only can tell. The reflection on my situation, and that of this army, produces many an unhappy hour, when all around me are wrapped in sleep. Few people know the predicament we are in, on a thousand accounts; fewer, still, will believe, if any disaster happens to these lines, from what cause it flows. I have often thought, how much happier I should have been, if, instead of accepting the command under such circumstances, I had taken my musket on my shoulder and entered the ranks; or, if I could have justified the measure to posterity and my own conscience, had retired to the back country and lived in a wigwam. If I shall be able to rise superior to these and many other difficulties which might be enumerated, I shall most religiously believe that the finger of Providence is in it, to blind the eyes of our enemies; for, surely, if we get well through this month, it must be for want of their knowing the disadvantages we labor under.

THE TEXIAN NAVY.—The Houston Citizen says: "Commodore Moore and Captain Lothrop have been dismissed from the service; the former for disobedience of repeated orders, in the cases enumerated in the President's proclamation; and Captain Lothrop for refusing to take the command when the Commodore was suspended and ordered to report himself in arrest to the Department of War and Marine. All the remaining officers, with one or two exceptions, have resigned, and the vessels are now in the hands of the Navy Commissioners. The greater part of the crew of the brig Wharton still remain on board, and about one-third of the ship's crew. Commodore Moore, we learn, will appeal to Congress for an investigation of his conduct."

The disbanding of the navy, as above stated, produced much excitement in Galveston, and it is said that Houston was burnt in effigy. The Civilian states that "moderation and dignity characterized the officers' retiring." The brig Sam Houston, which left Galveston, on the 7th instant, for this city, has on board a number of the officers and men late of the Texian navy. A public dinner was given to Commodore Moore by the citizens of Galveston, on the 28th ultimo, as a mark of approbation of his conduct, and of censure upon the President.

THE AMERICAN FLAG IN CHINA.—A writer in the Boston Courier, who takes the signature of Choong Kwoh, says: When the thirteen stars and stripes first appeared at Canton, much curiosity was excited among the people. News was circulated that a strange ship had arrived from the farther end of the world, bearing a flag "as beautiful as a flower." Every body went to see the *kwa kee chuen*, or "flower flag ship." This name at once established itself in the language, and America is now called *kwa kee kwoh*, the "flower flag country"—and an American, *kwa kee kwoh yin*, the "flower flag countryman"—a more complimentary desigination than that of "red headed barbarian," the name bestowed upon the Dutch.

WASHINGTON.

THURSDAY, AUGUST 31, 1843.

Our correspondent "Blue Jacket" does us injustice, and we have stricken from his remarks two exceptionable paragraphs. As for the rest, we would be the last person to say aught to reflect upon the memory of those gallant officers who have nobly gone down with their vessels at sea in the service of their country; nor would we say one word in any manner calculated to wound the feelings of their distressed and sorrowing friends. Far be such a thing from us. We distinctly took the ground that those Lieutenants were well and ably qualified in all things except rank—the *sheep-skin virtue*, to command. The idea we wished to convey, and which we thought we had conveyed, was, that A as a lieutenant is not nearly as well fitted to command as this same A is when regularly commissioned as a captain; and all because he has not that "*sheep-skin* virtue" which a captain's commission confers. Can this inference be construed into a reflection upon the character of those officers who have gone down at sea in their vessels? If lieutenants can command as well as captains, or commanders, why promote them? Let us have all lieutenants. Nay, following up "Blue Jacket's" notions, why have any lieutenants at all? If there be no virtue in rank—if a lieutenant who is as good a seaman as a captain can command a ship as well, a midshipman being as good a sailor as either, can also command as well as either. Therefore, why have any higher rank than that of mid? Will "Blue Jacket" be content to this? It is this very thing of rank that is the life of the navy. What have been the arguments urged by the Executive, by the Committees in both Houses of Congress, in a word, by the whole navy, with one voice, in favor of admirals? They have all taken the ground, that a higher rank would be conducive to efficiency and promotive of discipline. There is an officer at our elbow, who cites the following case as happening under his own observation, and illustrative of our position that a lieutenant in command cannot exercise his authority as efficiently as he can when regularly commissioned as a commander. A lieutenant was sent as passenger in a sloop commanded by this officer to take command of a schooner on a foreign station. Although the lieutenant had been regularly installed in his command, the crew refused duty upon the ground that their times were up. The lieutenant, an excellent officer, had to appeal to the commander to enforce obedience. The commander, a stranger also to the crew, went on board in his gig, mustered the crew, and ordered them to return to duty. They did so cheerfully, and without a murmur. The lieutenant had given the same order. Why was it obeyed from one and not from the other? Simply because one was a captain and the other nothing but a lieutenant. The case of the Exploring Expedition exemplifies in a singularly striking manner our position that lieutenants cannot command as well as captains, simply because they are lieutenants. What squadron has ever returned with so much jarring in it as this? All owing, we think, to the fact that the commander of it was a lieutenant. Had he been a captain, all must admit that he could have better enforced discipline. We are opposed to all acting appointments. We hope the Secretary will adhere to his rule of giving brigs and the like to commanders. If not, how are they to be employed? We hope, moreover, that he will draw in strong lines, the marks to separate the duties of commanders from those of captain, and on no account, suffer this line to be crossed. Let us not see a flag-ship on one station, with a captain and commander both, and another with a commander, and an another without either. Let every ship have her full complement.

The new frigate *Cumberland*, at Boston, has been ordered to be prepared for sea, under the command of Captain SAMUEL L. BREESE, as flag-ship of the Mediterranean squadron.

Captain JOSEPH SMITH will succeed Commodore MORRIS in command of that squadron.

The time of departure of the *Cumberland* and the return of the *Delaware* cannot be positively stated at present.

The honorary degree of M. D. was conferred on HENRY E. CRUTTENDEN, Assistant Surgeon U. S. army, at the late commencement of Geneva College, at Geneva, N. Y.

PAINFUL ACCIDENT.—Passed Midshipman JAMES S. RIDGELY, on his way to join the frigate Savannah, at New York, fell from the cars near Princeton, on Sunday night, while attempting to step from one car to another, by which one of his hands was much injured.

The Naval Court Martial ordered to convene on board the U. S. ship *Pennsylvania* has met pursuant to order.

U. S. STEAMER PRINCETON.—It is stated in the Philadelphia papers that the steam-frigate *Princeton* will be launched on the 7th of September.

ATLANTIC AND PACIFIC CANAL.—A contract has been entered into by the BARINGS, of London, with the Republic of New Grenada, for the construction of a ship canal across the Isthmus of Darien. It is estimated to be completed in five years.

CORRECTION.—Lieut. WILLIAM MAURY was reported last week among the officers of the Lexington, by mistake, for Lieut. WILLIAM MAY.

DESPATCH.—The steamer Hibernia, of Cunards' line, made her last passage out to Liverpool in eleven days, and back to Boston in thirteen days.

IRON BALLOON.—The London Times states that a person named Loose has proposed the formation of an iron balloon of 2,122 tons weight, forming an entire shell of wrought iron, which, having the air exhausted from it, would rise from the earth with the rapidity of an arrow. Suppose it *should*, what then?

IRON VESSELS.—It is said that there are at this time building in Liverpool sixteen or seventeen vessels of iron, and not one of wood.

INDIAN DIFFICULTIES.—The murder of Bushyhead and Hicks is officially reported in the Madisonian of yesterday. The commanding officer at Fort Gibson has been notified to hold himself in readiness, in case his interference shall be necessary.

PHILADELPHIA NAVY-YARD.—Things wear a busy aspect at the navy-yard, although the number of laborers engaged is not very great.

The *Raritan* lies off the yard in the stream, with all her standing rigging up. Her battery lies in the yard ready to be put on board, and, what is something remarkable, she will be throughly fitted for sea before she leaves this port.

The steamer *Princeton* is in a very forward state, an if need be, could be launched to-morrow. She is completely coppered—has all her engines on board, the propeller has been "shipped," and the painters are adorning her outside, while the carpenters are planing the decks and putting up the fine work about the state-rooms. The boilers, three in number, lie in the yard, but will not be put on board until after the launch.

The dimensions of the Princeton are as follows:

	Feet	In.
Length on deck, (Custom House measurement,) - - - -	161	9
Breadth of beam, - - - -	30	0
Depth of hold, - - - - -	20	6

Burden, 680 tons.

Her crew will number 125 men, and it is supposed that when ready for sea she will draw sixteen feet of water.

The appearance of the vessel is very fine, and the general impression is that she will be a fast sailer. Her engines are magnificent specimens of workmanship, and reflect the highest credit upon the builders, Messrs. Merrick & Towne.

Nothing has as yet been done towards the work of building the sloop *Germantown*. The timber is being got out, but as the keel must be laid in the house which the Princeton now occupies, nothing can be done until the launch of that vessel.

Communication.

Mr. EDITOR: We have noticed an article, on the subject of Naval Command, in the Chronicle of the 10th instant, upon which it is our purpose to offer some brief observations. We regard it as a deliberate attack upon the grade of lieutenants, and feel bound to say a few words in defence.

One of the most striking characteristics of the article in question is inconsistency with itself. The writer acknowledges that lieutenants are qualified to command by their professional experience, yet goes on to argue directly the reverse. He thinks there is no virtue in a piece of parchment, yet one would be led to believe, from his reasoning, that it possessed the magic property of bestowing, with increased rank, additional skill. In short, between the proposition he states and the conclusion to which he would conduct us, there is so positive and obvious a contradiction, that we may well be at a loss to conceive what object he has in view.

If his logic is false, his assumption is no less so. He assumes that lieutenants are incompetent to command, by reason of their subordinate rank. This is a novel doctrine. Let us examine it closely, and see how it harmonizes with the practice that has prevailed, and the principles that have been recognized hitherto in distributing commands. Our whole naval system is a copy, with some modifications, from the English. Their invariable rule has been to assign the smaller vessels to lieutenants, and accordingly, since the organization of our navy, the same rule has been observed by ourselves. This practice has been so uniform, of such long continuance, and is so well known, that it seems idle to offer any proof of the fact, yet, for the benefit of the author of the article in question, we will go back to the period when Hull, Stewart, Jones, Lawrence, and a host of others, whose names adorn our naval history, were simple lieutenants, and remark, that all of them, during some period of their lieutenancy, held commands. We would remind this writer, that the gallant Burrows was but a lieutenant when he fought the Enterprise; that Sterrett boasted no higher rank when he captured the Turkish corsair; that Perry and Elliott were the only "*commanders*" in the American fleet on the memorable 10th of September; and that the hero of Lake Champlain wore but one epaulet when he was first appointed to the command which was destined to shed such undying lustre on our country. From that period down to the present time we cannot recall a single instance in which a schooner has been assigned to an officer of higher rank; nor have we, in the course of a long connection with the navy ever heard it questioned that vessels of this class were suitable commands for the grade. Our surprise may therefore be imagined, when, at this late day, we see it, for the first time, gravely announced, by a paper professedly devoted to the interests of the navy, and conversant with the rules that govern it, that lieutenants are disqualified by their rank from commanding.

But the reasoning and assumptions of the writer are not more erroneous than his facts. He cites the

loss of the Sea Gull, among others, as a proof of the incapacity of lieutenants* to take care of the vessels confided to them. Unfortunately for his argument, the commander of this vessel was only a passed midshipman. As she was one of the Exploring Expedition engaged in the perilous navigation of a distant sea, and as her size did not exceed the dimensions of a *Hampton pilot-boat*, we would have supposed that the ordinary principles of justice and the plainest rules of common sense would have led the writer to attribute her loss to some other cause than incapacity on the part of her youthful and enterprising commander.

The writer does not seem conversant with naval matters. We will therefore suggest to him that, admitting that the greater number of the vessels lost were under the command of lieutenants, this fact furnishes no evidence that they are incapable of taking care of them. The small size and the peculiar rig of schooners, and their employment in more active cruising, expose them to greater hazards than larger vessels, and a liberal mind would find ample cause for more frequent disaster in these facts, without visiting with undeserved reproach the memory of the brave men who have, in the discharge of the duties of a noble calling, gone down while battling bravely with the storm.

We will quit this subject, with a few more remarks, which seem pertinent to the occasion. The writer, upon whose production we have ventured this hasty criticism, does not seem to have approached his subject with any thing like fairness or candor.

He argues that the loss of the *few* vessels in the lapse of many years proves the incapacity of lieutenants to command, and yet gives them no credit for the *many* they have conducted with skill and success, far and wide, over every sea. He forgets that vessels were ever lost while in charge of commanders, while he is careful to make a parade of those that have gone down when under the care of lieutenants. He quotes the loss of the Peacock to make up his case, yet he forgets that a lieutenant had charge of the whole expedition to which she belonged, that lieutenants commanded under him, and that all the vessels composing the squadron, with the exception of the two whose loss has been alluded to, were conducted through the fearful hazards of the Polar seas, and brought safely back to their country, by the intrepodity and professional skill of *lieutenants*.

BLUE JACKET.

Com. Mackenzie.—The New York American has published a long list of ship-masters, merchants, and other citizens, who announce that, "in order to testify their sense of the high moral fortitude evinced by Commander Mackenzie, in the peculiar emergency in which he was placed by the mutiny on board the Somers, where the performances of duty involved so severe a sacriffice of personal feeling, they desire to defray the expense to which he has been subjected in defending himself before the tribunals of the country."

* [A misquotation. We said of officers below the rank of commander.—*Ed.*]

OFFICERS OF THE NAVY

To whom Thanks, Medals, and Swords, have been voted by Congress.

Capture of the French Insurgente *by the U. S. frigate* Constellatiol, 9 *February*, 1789.

The thanks of the President of the United States, to Commodore Truxtun, his officers and crew, for their good conduct and gallantry on this occasion, were communicated in a letter from the Secretary of the Navy to Commodore Truxtun, dated 13th March, 1799, of which the following is an extract:

"The President desires me to communicate to you, his high approbation of the whole of your able and judicious conduct in the West Indies; and to present to you, and through you, to the officers and crew of the Constellation, his thanks for the good conduct, exact discipline, and bravery, displayed in the action with, and capture of, the French frigate Insurgente, on the 9th February. I must, however, add, that he observes, and all the officers of the Government, indeed all others I have heard speak on the subject, join in the observation, that this is nothing but what we expected from Truxtun."

The officers in the fighting department, who shared with Commodore Truxtun, the honor of this victory, were:

John Rodgers, lieutenant.
William Cowper, lieutenant.
Andrew Sterrett, lieutenant.
John Archer, lieutenant.
Ambrose Shirley, sailing master.
Bartholemew Clinch, lieutenant marines.
Henry Vandyke, midshipman.
John H. Dent, midshipman.
Phil. C. Wederstrandt, midshipman.
John M. Clagett, midshipman.
J. M. McDonough, midshipman.
David Porter, midshipman.
Wm. Davis, midshipman.
Joshua Herbert, midshipman.
Arthur Sinclair, midshipman.
Thomas Robinson, midshipman.
Samuel B. Brooks, master's mate.
Joseph S. Smith, master's mate.
Daniel Gorman, master's mate.

Officers of the Constellation, *February* 1, 1800.

Thomas Truxtun, captain.
Andrew Sterrett, first lieutenant.
Ambrose Shirley, second lieutenant.
Samuel B. Brooks, third lieutenant.
John H. Dent, fourth lieutenant.
Daniel Eldridge, master.
B. Clinch, lieutenant marines.
James Morgan, gunner.
Abraham Long, boatswain.
Pat. M'Donald, boatswain.
Phil. C. Wederstrandt, midshipman.
Robert Henley, midshipman.
Henry Vandyke, midshipman.
Benjamin Yancy, midshipman.
Samuel Angus, midshipman.

Samuel Woodhouse, midshipman.
John M. Claggett, midshipman.
Robert Warren, midshipman.
James T. Leonard, midshipman.
Benjamin F. Read, midshipman.
Thomas Robinson, midshipman.
James Jarvis, midshipman.
Isaac Garretson, purser.
Isaac Henry, surgeon.
John Murdaugh, surgeon's mate.

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Capture of the Tripolitan ship-of-war TRIPOLI, *by the United States schooner* ENTERPRISE, *Aug.* 1, 1801.

The following are the names of all the officers engaged in this action we have been able to obtain:

A. Sterret, lieutenant commanding.
David Porter, lieutenant.
R. H. Lawson, lieutenant.
E. S. Lane, lieutenant of marines.

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Capture and destruction of a Tripolitan frigate, (*the* PHILADELPHIA,) *of forty-four guns, in the harbor of Tripoli, by the United States Ketch* INTREPID, *February* 16, 1804.

Names of the officers, seamen, and marines, who volunteered their services on this occasion:

Stephen Decatur, commander.
James Lawrence, lieutenant.
Joseph Bainbridge, lieutenant.
Jonathan Thorn, lieutenant.
Lewis Heerman, surgeon.
Thomas Macdonough, midshipman.
John Row, midshipman.
Ralph Izard, midshipman.
Alexander Laws, midshipman.
Charles Morris, midshipman.
John Davis, midshipman.
Thomas A. Anderson, midshipman.
William Willey, boatswain.
William Hook, gunner.
George Crawford, quartermaster.
George Brown, quartermaster.
John Newman, quartermaster.
Paul Frazier, quartermaster.
James Metcalfe, boatswain's mate.
Nicholas Brown, boatswain's mate.
Edward Keller, master's mate.
Samuel Endicott, quarter gunner.
James Wilson, quarter gunner.
John Ford, quarter gunner.
Richard Doyles, quarter gunner.
Peter Murrell, seaman.
Edward Burk, seaman.
Richard Ormon, seaman.
Samuel Jackson, seaman.
James Pasgrove, seaman.
Joseph Goodwyn, seaman.
John Boyles, seaman.
Augustus C. Fluer, seaman.
Charles Berryman, seaman.
Daniel Frazier, seaman.
William Graham, seaman.
Rheuben James, seaman.
Robert Love, seaman.
John Williams, seaman.
Joseph Fairfield, seaman.
George Fudge, seaman.
James Robinson, seaman.
Matthew Yates, seaman.
William Duckett, seaman.
Andrew Espey, seaman.
William Trumbo, seaman.
Thomas James, seaman.
Joseph Normond, seaman.
George Murray, seaman.
Robert M. Knight, seaman.
William Dixon, seaman.
Henry Davenport, seaman.
Joseph Parker, seaman.
Michael Williams, seaman.
Joseph Boyd, ship steward.
Dennis O'Bryan, ordinary seaman.
Jacob Kurgen, ordinary seaman.
John Bentson, ordinary seamen.
William Rodgers, ordinary seaman.
Charles Robinson, ordinary seaman.
William Tripple, ordinary seaman.
John Joseph, ordinary seaman.

Marines.

Solomon Wren, sergeant.
Duncan Mansfield, corporal.
Noble James, private.
John Quin, private.
Isaac Campfield, private.
Reuben O'Brian, private.
William Pepper, private.
J. Wolsfrandoff, private.

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Officers of the United States Squadron, under the command of Commodore Edward Preble, in the several attacks on the city and harbor of TRIPOLI, *in July, August, and September,* 1804.

Stephen Decatur, jun., captain of the frigate Congress.
Chas. Stewart, master and commander, brig Siren.
Isaac Hull, master and commander, brig Argus.
John Smith, master and commander, brig Vixen.
Isaac Chauncey, master and commander, frigate John Adams.
John H. Dent, lieutenant commandant, schooner Nautilus.
Thomas Robinson, lieutenant commander, schooner Enterprize.
Charles Gordon, lieutenant.
Joseph Tarbell, lieutenant.
Samuel Elbert, lieutenant.
Charles Morris, lieutenant.
Hethcote I. Reed, lieutenant.
Daniel S. Dexter, lieutenant.
Edward Bennett, lieutenant.
John B. Nicholson, lieutenant.
James Lawrence, lieutenant.
Joseph Bainbridge, lieutenant.
J. Thorn, lieutenant.
Thomas acdonough, lieutenant.
Michael B. Carroll, lieutenant.
Joseph I. Maxwell, lieutenant.
William Burrows, lieutenant.

Robert T. Spence, lieutenant.
Sybrant Van Schaick, lieutenant.
John Trippe, lieutenant.
William M. Crane, lieutenant.
G. W. Reed, lieutenant.
Charles G. Ridgely, lieutenant.
Ralph Izard, lieutenant.
J. M. Haswell, lieutenant.
G. Marcellin, lieutenant.
Nathaniel Haraden, sailing master.
Marmaduke Dove, master.
Seth Carter, master.
Richard Butler, master.
Stephen Cassin, master.
James Wells, surgeon.
Lewis Heerman, surgeon.
Samuel R. Marshall, surgeon.
M. T. Weems, surgeon.
John W. Dorsey, surgeon.
Larkin Griffin, surgeon.
I. Graham, surgeon.
G. R. Jacques, surgeon.
N. Morris, purser.
T. Winn, purser.
John Darby, purser.
James Tootell, purser.
I. Green, purser.
P. Leonard, chaplain.
John Hall, captain of marines.
Robert Greenleaf, lieutenant of marines.
John Johnson, lieutenant of marines.

[*To be continued.*]

NAVY.

Aug. ORDERS.

24 Lieuts. A. M. Pennock, O. S. Glisson, and C. B. Poindexter, navy-yard, Norfolk.
Purser J. N. Hambleton, sloop Falmouth, *vice* Sterrett Ramsey, detached, with two months' leave.
Surgeon J. C. Spencer, steamer Poinsett.
P. Mid. E. L. Winder, brig Lawrence.
Mid. S. E. Woodworth, brig Lawrence.
Mid. J. E. Hart and J. Stuart, sloop Falmouth.

25 Captain W. M. Hunter, command of receiving-ship Ohio, at Boston.
Commander E. W. Carpender, navy-yard, Norfolk, by the 1st Sept., *vice* Saunders, detached.
Lieut. C. H. Davis, detached from coast survey.
Lieut. C. H. Kennedy, coast survey under Lt. Blake.
Lieut. J. J. Boyle, navy yard, Washington.
3d Ass. Engrs. T. McDonough and T. Dickson, steamer on Lake Erie.

26—Surgeon R. J. Dodd, receiving-ship, Boston.
Surgeon B. R. Tinslar, navy-yard, Boston.
Purser W. A. Bloodgood, steamer on Lake Erie.
Sailmaker N. B. Peed, receiving-ship, N. York.

28—Commo. J. Wilkinson, command of navy-yard, Norfolk, on 1st Oct., *vice* W. B. Shubrick, detached.
Comm'r J. R. Jarvis, inspector of provisions and clothing, at Portsmouth. N. H.
Lieut. A. H. Marbury, inspector of provisions, Georgetown, D. C.
Prof. J. H. Belcher, order to frigate Savannah revoked.

29—Lieut. G. Gansevoort, receiving-ship, Boston.
Lieut. E. C. Bowers, detached from receiving-ship, Boston, with three months' leave.
Ass. Sur. S. W. Kellogg, detached from store-ship Lexington.
Lieuts. G. W. Harrison and W. P. McArthur, detached from ship Vandalia.
Lieut. J. M. Lockert, to rejoin the Vandalia.
Prof. J. Meiere, frigate Savannah.
Mid. F. Gregory, frigate Savannah.
P. Mid. A. D. Harrell, Depot of Charts, &c.
Boatswain W. Whitehead, detached from ship Warren.
Officers ordered to the frigate Cumberland:
Captain, Samuel L. Breese.
Lieuts. A. H. Foot, James Noble, William Reynolds, James B. Lewis, William May, J. A. Dahlgren, J. P. Sanford.
Surgeon, William Whelan.
Pass. Ass. Sur., J. L. Fox and J. T. Mason.
Purser, Andrew J. Watson.
Boatswain, P. H. O'Neal.
Gunner, A. Stephenson.
Sailmaker, J. R. Childs.

Aug. APPOINTMENT.

29—Andrew A. Randall, acting gunner.

RESIGNATIONS.

26 Joseph B. Kinkead, midshipman.
Paul W. Richardson, acting gunner.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

The schooner *On-ka-hy-e* sailed on Friday last on an experimental cruise. The following were her officers:

Lieut. Com., John E. Bispham.
Lieutenant, Edward Middleton.
Acting Master, John S. Taylor.
Assistant Surgeon, John O'C. Barclay.
Midshipmen, Henry Ashton, Charles W. Hays.
Captain's Clerk, Thomas W. Jordan.

The Norfolk Herald of Wednesday says: The U. S. schooner On-ka-hy-e has returned from her short experimental cruise, having demonstrated most satisfactorily, as we are credibly informed, that she is—unfit for the service; failing in the most essential quality required of her beyond those of strength and stiffness—*speed*. With a ten-knot breeze, we learn, only five miles could be got out of her; and all the craft in the bay got away from her as if she had been in a crippled condition. This crack sailer, as she was when a pleasure yacht, it is said, could out sail the pilot boats: but since she has been bought for the navy some radical alterations have been made in her for the better security of the lives of Uncle Sam's men, which have taken all the fleetness out of her. And now the sooner the Government gets rid of her the better. She only cost about $10,000, and the probability is that she will bring at least $1,500, if not more."

Schooner *Wave* sailed from Charleston, from Norfolk, Tuesday, 22d inst. Officers:

Lieut. Com., E. T. Shubrick.
Lieutenants, R. P. Lovell, B. F. B. Hunter.
Acting Master, Charles. Deas.
Acting Surgeon, George W. Cross.

HOME SQUADRON.—The sloop *Vandalia*, Comm'r McCluney, from Chagres, and last from off Carthagena, arrived in Hampton Roads on Thursday evening, 24th inst. Officers and crew all well. The usual salutes were exchanged with the U. S. ship The following is a list of her officers:

Commander, Wm. J. McCluney, Esq.
Lieutenants, W. S. Young, Wm. P. McArthur, Henry H. Lewis, George W. Harrison.

Purser, Robert S. Moore.
Surgeon, Daniel S. Green.
Assistant Surgeon, Thomas M. Potter.
Acting Master, James C. Williamson.
Midshipmen, Charles H. Baldwin, Edmund Shepherd, James J. Waddell, Charles P. McGary, Francis G. Clarke, Robert F. R. Lewis, Edward E. Stone.
Captain's Clerk, Wm. D. Cobb.
Boatswain, Edward Lyon.
Carpenter, Loman Smith.

BRAZIL SQUADRON.—The frigate *Columbia* and sloop-of-war *John Adams* were at Rio Janeiro, July 9. All well.

EAST INDIA SQUADRON.—The frigate *Constellation* and the French frigate Erigone were at the Bogue April 18. The commanders had gone to Canton to have an interview with the Chinese authorities.

Revenue Service.

Aug. ORDERS.

23—Capt. L. C. F. Fatio, to the Madison, New London.
Capt. Andrew Mather, relieved from the Madison, and placed on leave.

Aug. PROMOTIONS.

28—2d Lieut. J. S. S. Chaddock, to be 1st lieut.
2d Lieut. Beverly Digges, to be 1st lieutenant, and ordered to the Taney, at Norfolk.
2d Lieut. Supply C. Foss, to be 1st lieutenant.
2d Lieut. James J. Morrison, to be 1st lieutenant, and ordered to the Madison, at New London.
3d Lieut. Jno. M. Jones, to be 2d lieutenant, and ordered to the Jackson, at Newport.

Marriage.

On Thursday morning, 24th instant, in New York, Lieut. W. S. ROSECRANS, Corps Engineer, U. S. A., to ANN ELIZA, daughter of the late ADRIAN HEGEMAN.

Deaths.

At Rosewell, the seat of his uncle, THOMAS B. BOOTH, Esq., in the county of Gloucester, Virginia, on the 11th of August, inst., Midshipman WM. B. BROWNE, U. S. navy, aged 21 years.

In New York, on Friday evening, the 25th inst., SALLY F. WILLIAMSON, wife of Commander J. D. WILLIAMSON, U. S. navy.

Aug. ARRIVALS AT WASHINGTON.

24—Lieut. J. P. J. O'Brien, 4th arty., Fuller's.
26—Gen. T. S. Jesup, Q. M. G., F street.
Capt. A. C. Myers, A. Q. M., Fuller's.
28—Lt. Col. T. F. Hunt, D. Q. M. G., Mrs. Hewitt's.

PROPOSALS FOR FURNISHING CHAIN CABLES AND ANCHORS FOR THE IRON REVENUE STEAMERS NOW BUILDING.

TREASURY DEPARTMENT,
August 24, 1843.

SEALED proposals will be received at this Department, until the 15th September next, for furnishing the following anchors and chains. It will be required that the best American iron shall be used in the manufacture of all the articles; that they shall bear the inspection of such person as may be appointed by the Department for that purpose; and evidence, satisfactory to the Department, shall be produced showing that they have been subjected to, and withstood the usual tests of strength, and they are to be delivered at the following points, at the sole and entire expense of the person or persons taking the contract, on or before the 20th day of November next:

At Oswego, Lake Ontario.

One, 1 1-16 in. chain, 90 fathoms long.
One, 1 3-16 in. chain, 90 fathoms long.
One iron stocked anchor, weighing 1,460 lbs.
One do do do do 1,650 lbs.
One do do do do 1,200 lbs.
One do do kedge do 400 lbs.
One do do do do 250 lbs.
Two grapnels of 40 and 60 pounds.

At Buffalo, New York.

One, 1 1-16 in. chain, 90 fathoms long.
One, 1 3-16 in. chain, 90 fathoms long.
One iron stocked anchor, weighing 1,460 lbs.
One do do do do 1,650 lbs.
One do do do do 1,200 lbs.
One do do kedge do 400 lbs.
One do do do do 250 lbs.
One grapnel 60 lbs.
One do 40 lbs.

At Boston, Massachusetts.

One, 1 1-16 in. chain, 100 fathoms long.
One, 1 3-16 in. chain, 100 fathoms long.
One iron stocked anchor, weight 1,460 lbs.
One do do do do 1,650 lbs.
One do do do do 1,200 lbs.
One do do kedge do 400 lbs.
One do do do do 250 lbs.
One grapnel 60 lbs.
One do 40 lbs.

At Pittsburg, Pennsylvania.

One, 1 1-16 in. chain, 100 fathoms long.
One, 1 3-16 in. chain, 100 fathoms long.
One iron stocked anchor, weighing 1,460 lbs.
One do do do do 1,650 lbs.
One do do do do 1,200 lbs.
One do do kedge do 400 lbs.
One do do do do 250 lbs.
One grapnel 60 lbs.
One do 40 lbs.

At the City of New York.

One, 1 1-16 in. chain, 100 fathoms long.
One, 1 3-16 in. chain, 100 fathoms long.
One iron stocked anchor, weighing 1,460 lbs.
One do do do do 1,650 lbs.
One do do do do 1,200 lbs.
One do do kedge do 400 lbs.
One do do do do 250 lbs.
One grapnel 60 lbs.
One do 40 lbs.

The proposals must be enclosed in an envelope, addressed to the Secretary of the Treasury and endorsed, "Proposals for furnishing chains and anchors," stating the price per pound and the particular description of iron proposed to be used, with the names of sureties for the fulfilment of the contract.

Proposals will be received for the whole quantity, or for either of the stations separately.

J. C. SPENCER,
Secretary of the Treasury.

MILITARY AND NAVAL MAGAZINE. for three years—from 1833 to 1836, six volumes—bound and unbound, for sale at a very reduced price, by
Jan. 19—tf B. HOMANS.

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